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CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Poland	REPORT NO.	
SUBJECT	Railroad Bridge and Highway Bridge over the Vistula (Wisla) River near Dziedzice	DATE DISTR.	25 October 1955
		NO. OF PAGES	8
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	
DATE ACQUIRED			

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SOURCE:	
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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REPORT NO

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COUNTRY Poland

DATE DISTR. 16 August 1955

SUBJECT Railroad Bridge and Highway Bridge
over the Vistula (Wisla) River near Dziedzice

NO. OF PAGES 7

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THIS IS UNEVALUATED INFORMATION

1. See page 4, an overlay on GSGS 4416, Sheet T-13, 1:100 000, Rybnik, on which source identified the following points:
 1. Dziedzice.
 2. Railroad Bridge - For further information see para 3 and page 7, this report.
 3. Double Track Railroad - Stalinogrod-Dziedzice-Bielsko.
 4. Stalinogrod-Dziedzice-Bielsko Highway - Asphalt, eight meters wide, poor condition, light traffic.
 5. Highway Bridge - For further information see para 2 and page 5, this report.
2. See page 5, source's memory sketch of a highway bridge over the Wisla River.
 1. Iron Railing - About 80cm high on both sides of the highway.

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2. Concrete Siding - About 80cm high and 20cm wide on both sides of the bridge.
 3. Embankment - About five meters high.
 4. Concrete Pier with a Concrete Icebreaker - This pier was on dry land during normal tide, and in the water during floods. For cutaway view and dimensions see Figure 1, page 6, this report.
 5. Stalinogrod-Bielsko Highway Bridge - Over the Wisla River, located 3.5km north of Dziedzice (N49-55, E19-02), population 15,000. It was a simply-supported concrete construction. The bridge was supported by four concrete piers. The two end piers were smaller and of a slightly different construction than the two center piers. This bridge was constructed about 1932. The northern end of the bridge was destroyed and rebuilt twice, once in 1939 and once in 1945. Source stated that the heaviest snowfalls took place in January and February but he never noticed too much snow on the bridge itself. There were no heavy fogs in this locality except for local morning fogs in autumn which dispersed by 8:00 or 9:00 o'clock in the morning. No measures were taken to safeguard the structure.
 6. Concrete Pier with Concrete Icebreaker - For cutaway view and dimensions see Figure 2, page 6, this report.
 7. Wisla River - During normal tide, about 75m wide and 1.5m to 2m deep. The normal flow of water was six to seven kilometers per hour. In the early spring (March and April) during the flood season, the river expanded to a width of about 175m.; the depth was about seven meters and the speed of flow eight to nine kilometers per hours. The river was never completely frozen, but in February and March floating ice came down the river. There was no water traffic on this part of the river.
 8. Highway to Pszczyna (N49-59, E18-56) - Asphalt, poor condition, eight meters wide; light traffic.
 9. Sidewalk - Concrete, one-half meter wide.
 10. Driveway - Cobblestone, six meters wide, light traffic. The peak of motor vehicular traffic was mornings from 8:00 to 10:00 o'clock, and afternoons from 2:00 to 4:00 o'clock, and weekend traffic on Saturday afternoons and Sunday evenings. There was heavy horsecart traffic in the early morning hours, 4:00 to 6:00 o'clock, on weekdays. They were transporting coal to the villages from the nearby Silesia coal mine.
 11. Highway to Bielsko (N49-49, E19-01) - Asphalt, poor condition, eight meters wide, light traffic.
3. See page 7, source's memory sketch of a railroad bridge over the Wisla River.
1. Concrete Abutment - Supported the bridge on both ends.
 2. Stalinogrod-Bielsko Double Track Railroad Bridge - One simply supported, quadrangular, through-truss, steel construction. The bridge was located about 3.5km north of Dziedzice approximately 130m west of the highway bridge point 5, page 7, this

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report. The construction of the railroad bridge was completed in the spring of 1954. There was formerly another railroad bridge, about four meters west of the new one, which was destroyed and rebuilt in 1945. Source stated that the old rebuilt bridge was of very poor construction and that the double track railroad at the southern approach to the bridge made a very sharp turn and forced the trains to slow down to about 10-15km per hour. After the completion of the new bridge, the old bridge was destroyed. Source believed about 32 passenger trains and 140 freight trains, one freight train every 20 minutes in each direction, crossed the bridge in a 24-hour period. The peak of traffic on weekdays was between 1500 and 2000 hours. On Sundays the traffic was about the same, except for four passenger trains which were dropped from the timetable. Source did not observe the bridge being guarded, but stated that there was one railroad crossing signal shack on each side of the bridge. He believed that the railroad crossing guards would prevent all unauthorized personnel from using the bridge.

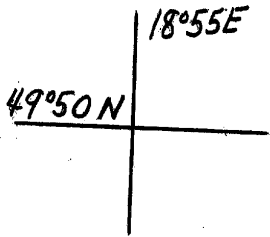
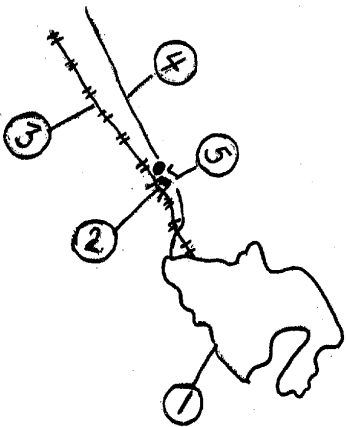
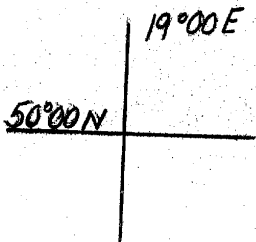
3. Wisla River - For further information see point 7, page 5, this report.
4. Earth Fill.
5. Railroad Crossing Signal Shack.
6. Road Barrier - Guarded the railroad and dirt road crossing.

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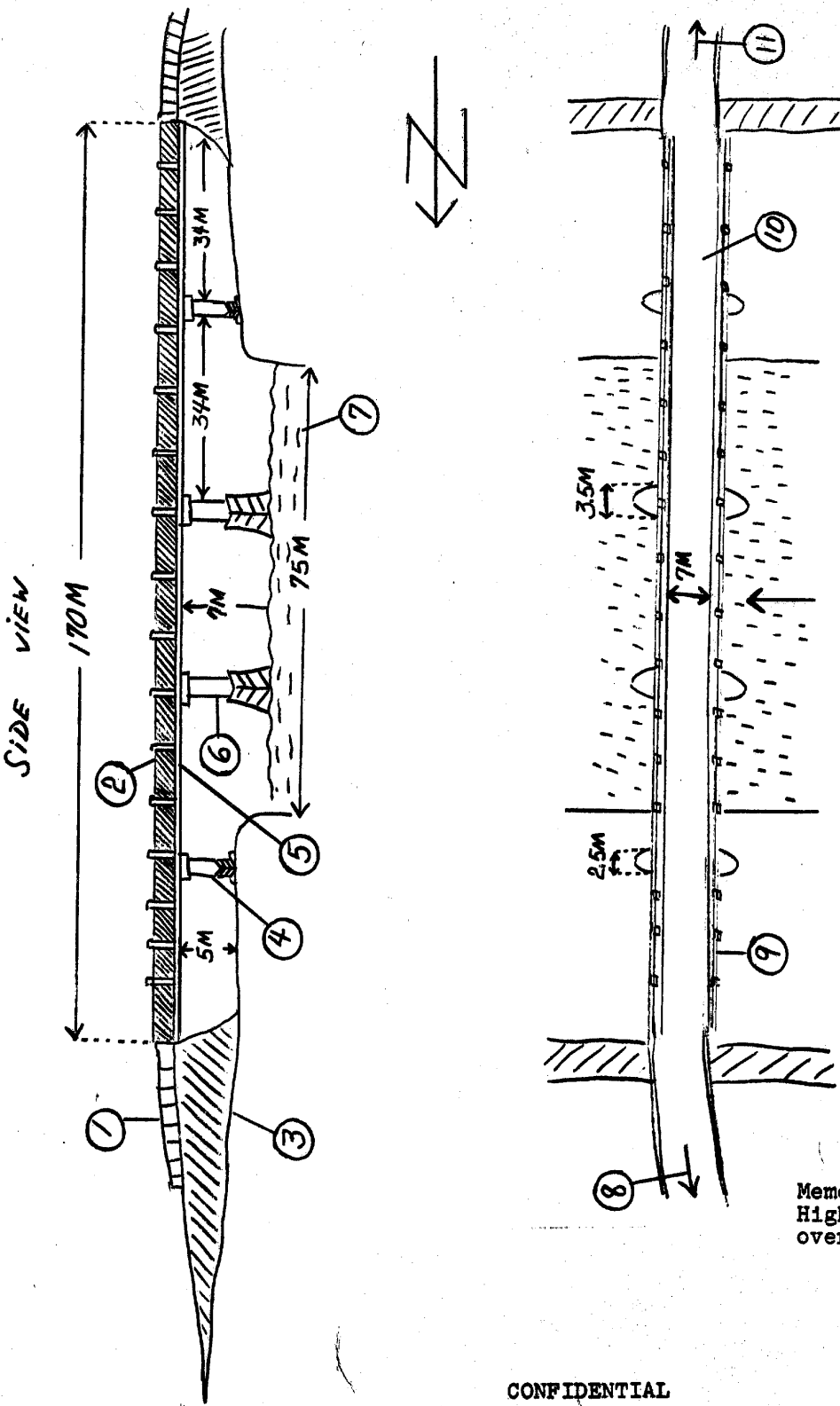
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Memory Sketch of
Highway Bridge
over Wisla River

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FIG. 1.

CUTAWAY VIEW OF
PIERS ON LAND

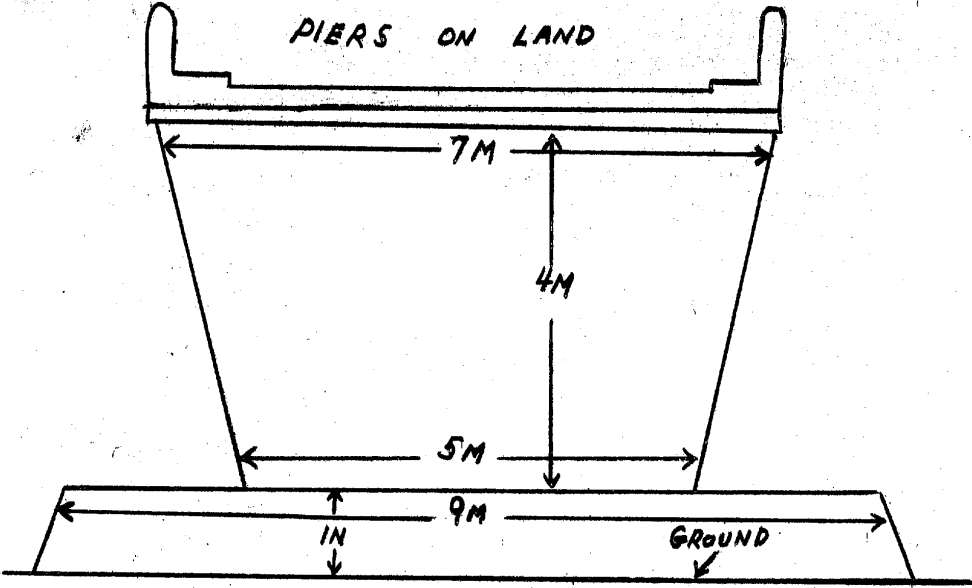
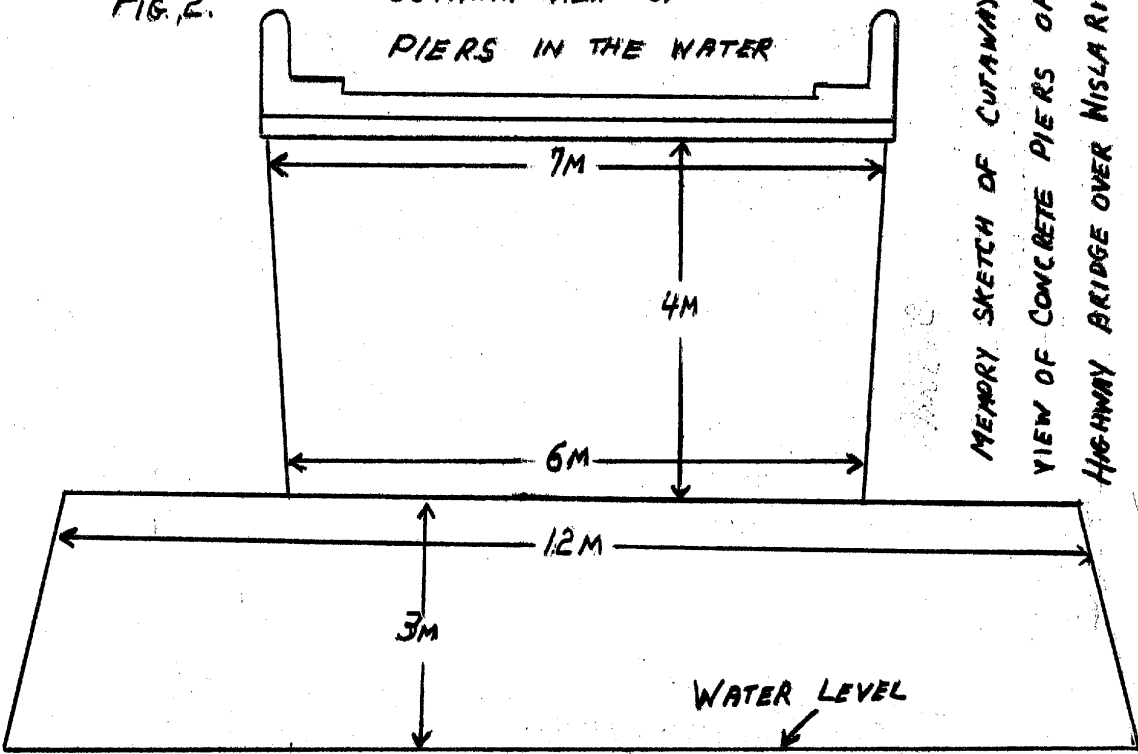


FIG. 2.

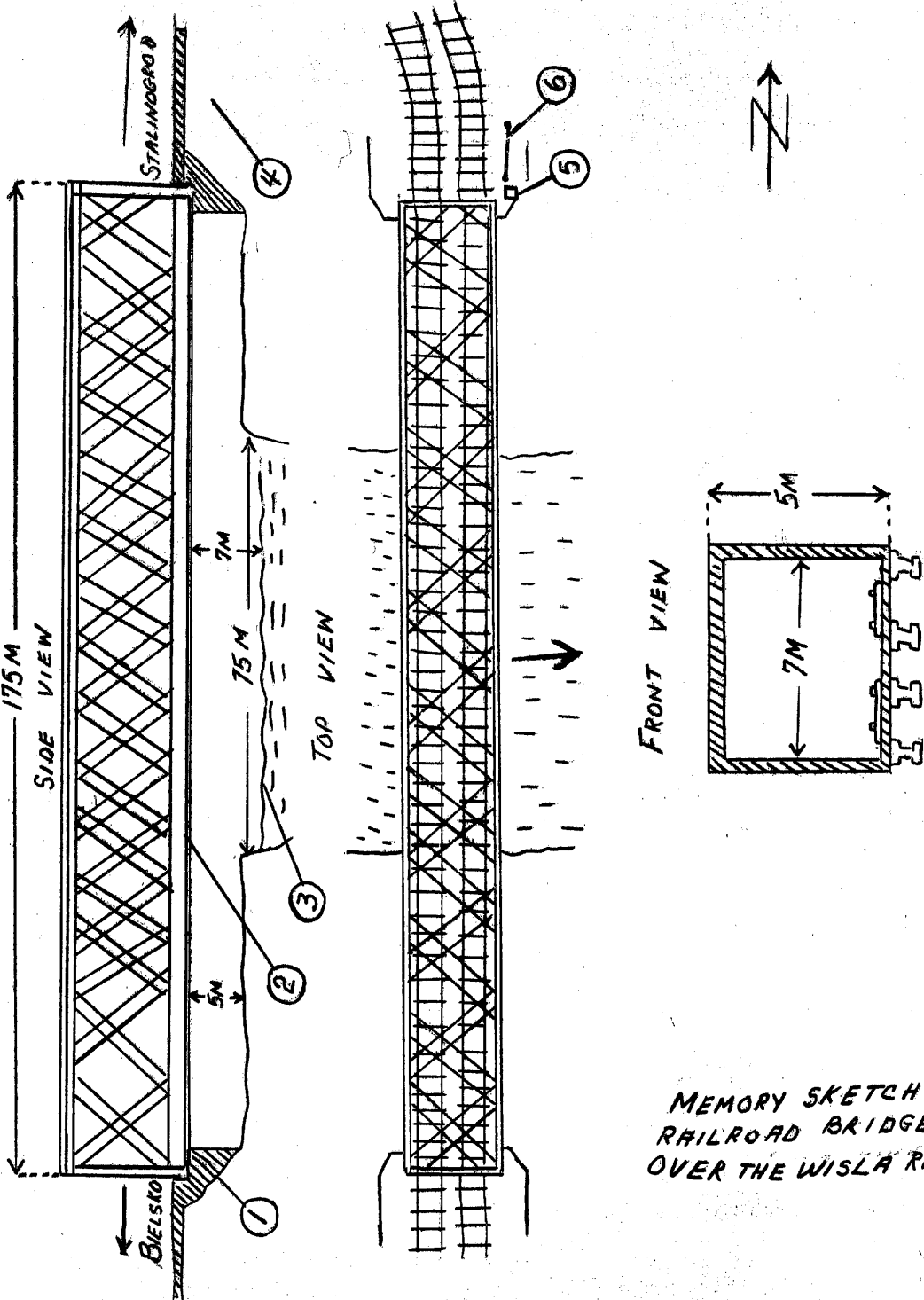
CUTAWAY VIEW OF
PIERS IN THE WATER



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MEMORY SKETCH OF
RAILROAD BRIDGE
OVER THE WISLA RIVER

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